

STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

No. B—W — 1047 — 85

Baltimore, Md.

May 31, 1985

## PERMISSION IS HEREBY GIVEN:

Washington County Engineering Dept. Glenn L. Dull County Office  
Bldg. 33 West Washington Street (phone: 791-3133)

, so far as

the State Highway Administration has the right and power to grant same, to Construct a directional entrance opposite station 59 + 85+ left and reconstruct the existing Eastern Boulevard Intersection. Unless otherwise specified belwo, construction shall be in accordance with Maryland State Highway Administration Construction Standards, specifications and the attached plan, copies of which are on file in this office.

NOTE: The Permittee shall be responsible for the necessary relocation of all utilities prior to the construction of pavement stipulated under subject permit. Relocation shall be accomplished under permit issued by the appropriate agencies.

It shall be the responsibility of the Permittee to obtain any and all other permits, approvals, etc., from the appropriate party or agency that may be necessary to exercise the directives of this permit.

1. Traffic signals may be required by the Administrator and his authorized agent for installation after review and consideration of recommendations by the Bureau of Traffic Engineering, based on an engineering investigation and analysis in conformance with the latest requirements of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Dept. of Transportation, Federal Highway Administration.

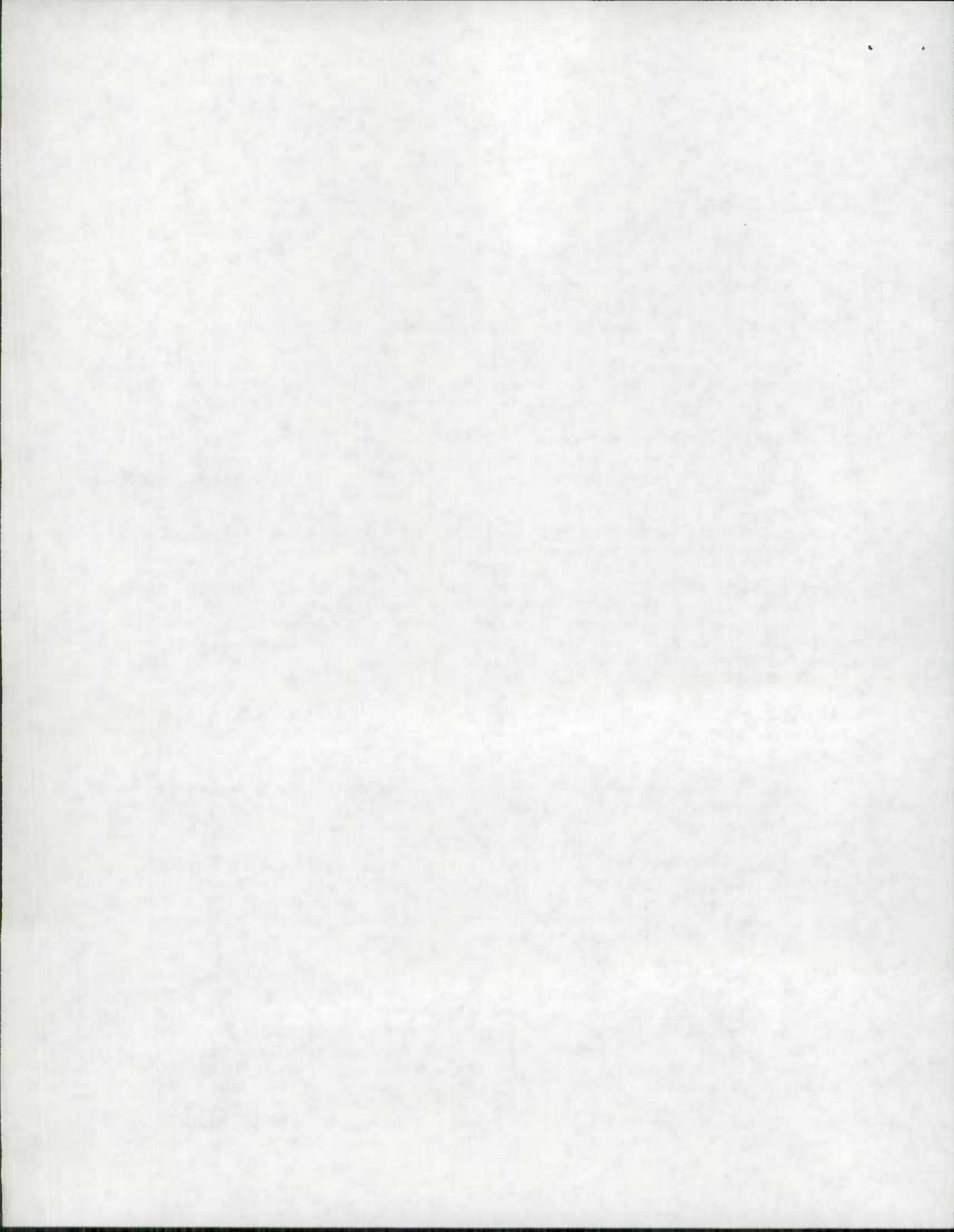
If conditions dictate the installation or modification of a traffic signal, all work shall be subject to S.H.A. requirements. The Permittee should contact the District Traffic Engineer promptly to obtain approval for signal work.

All signals installed on the State Highway System shall be approved for design placement, functional operation, sequence and timing through the District Engineer's office.

In the case of existing S.H.A. traffic signal poles, controllers, detectors, conduits, etc., relocation will be made by the S.H.A. or its authorized representative at the sole expense of the Permittee and/or others, but not the MD. SHA. Permittee shall have worked out the necessary detail through contact with District Traffic Engineer's office previously noted.

As part of this permit, permission is hereby granted to plant within the area formed by the roadside curb. The Permittee and/or owner in addition to the responsibility of planting, shall maintain the plants at a maximum height of 18" from the ground line or 26" from the flowline and the plants shall be trimmed so they will not overhang the outside edge of the concrete curb. Where grass is planted, it shall be mowed and trimmed periodically to insure a neat appearance.

Notify Mr. M. Hoover Resident Maintenance Engineer State Highway Administration, Hagerstown, Md. 21740 (phone: 791-4790) 48 hours in advance of commencing.



STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

No. B-W-1047-85

Baltimore, Maryland

May 31, 1985

If prior notice has not been given, it will be necessary to immediately suspend work for minimum period of 24 hours to allow time for notification to the proper agencies.

It shall be the responsibility of the permittee to have the Resident Maintenance Engineer inspect the forms prior to the pouring of any concrete curbing.

It shall be the responsibility of the permittee to notify the Resident Maintenance Engineer's office upon completion of the work, so that a final inspection may be made.

Any deviations and/or adjustments other than design standards, as may be required at time of field construction shall be constructed in accordance with the approval of and as directed by the MD. SHA Resident Maintenance Engineer.

It there is a discrepancy between the actual existing elevation of the road edge and the elevation shown on the plan, then the grades of the proposed curbing and paving shall be established by using the actual elevation of the road edge.

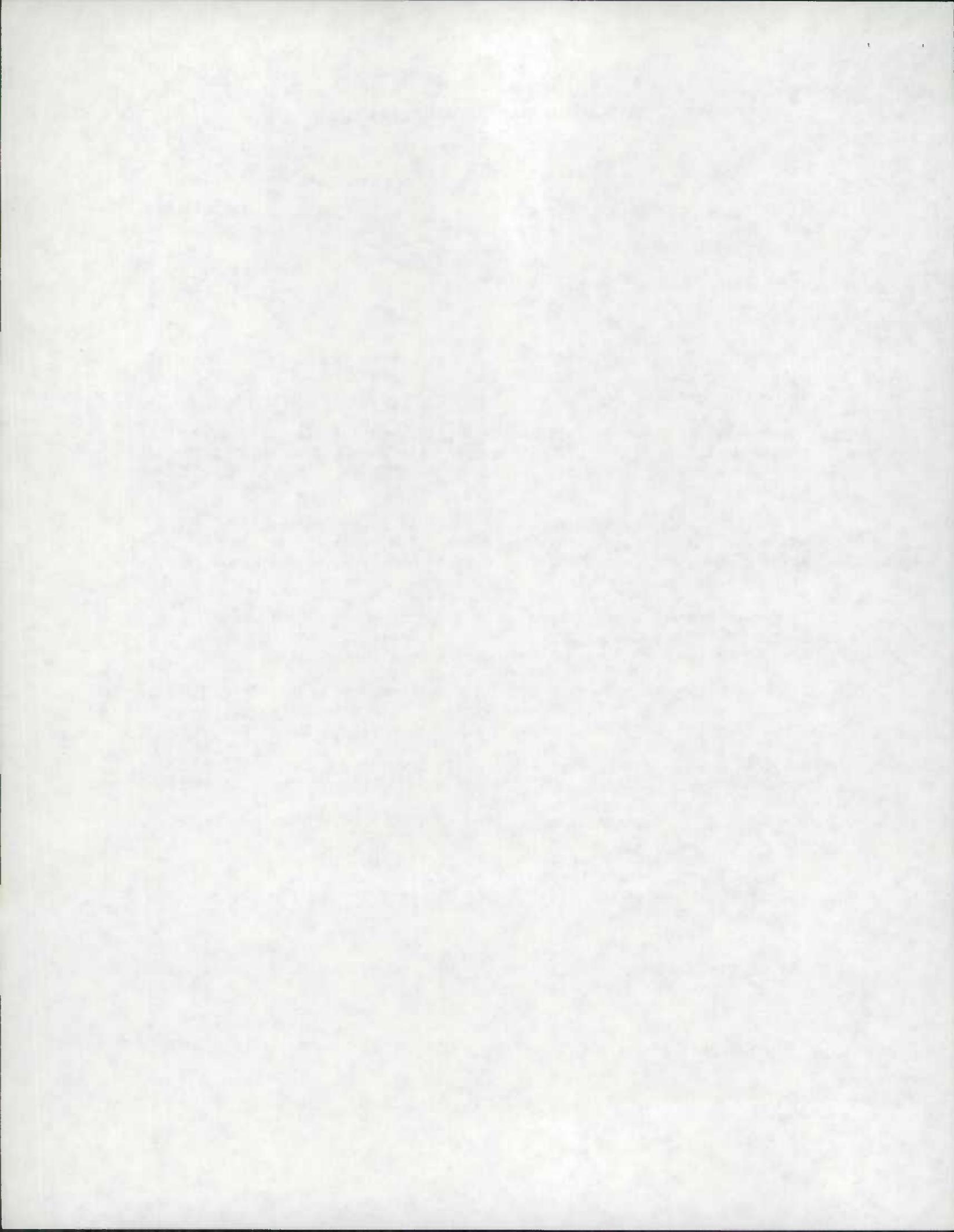
In the fill areas where the grade of the slope exceeds 3:1 and the elevation exceeds 5', standard "W" beam guard rail is required as directed by the SHA Resident Maintenance Engineer or Permit Inspector.

It is necessary that a copy of the SHA's Permit be on the job site at all times in order that the Permittee's personnel and/or the Permittee's contractor is in a position to comply with the requirements of the permit. The Resident Maintenance Engineer shall have the option of closing down projects where the Permittee's representative does not have a copy of the permit on the job site and/or is not familiar with the contents of the permit.

1 PAVING: Paving (on a sub-base, acceptable to the Chief Engineer or his representative) to consist of:

- (a) 3" (nominal) bituminous concrete surface in 2-1½" layers utilizing a SN mixture plus  
5" (nominal) bituminous concrete base (or 5" sand asphalt base) on one of the following:
  - 4" CR-6, or
  - 4" dense graded aggregate base, or
  - 6" gravel, or
  - 12" select borrow or equivalent material, or

Each course of (a), above, to be thoroughly compacted with a road roller of not less



STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

No. B-W-1047-85

Baltimore, Maryland

May 31, 1985

than eight (8) tons in weight or as directed by the engineer. Paving to start at the existing normal edge of paving and continue to the right of way line. Grade of paving to meet the existing normal edge of paving and slope as shown on the plans. New Paved shoulder shall tie smoothly into the existing shoulder.

All existing paving disturbed during construction of the work covered by this permit shall be replaced in kind, subject to approval of the SHA Resident Maintenance Engineer.

2. CURBS: Channelization to consist of State Highway Administration standard Type "A" concrete curb and gutter (1' Pan) constructed in accordance with the plan. Grade on top of the roadside curbs to be a full 7½" above the existing edge of paving. Concrete curbs to return as shown on the plans. The area behind the curbs shall be graded and paved, sodded or seeded. All forms used in the curb work shall be steel except in the radius returns. The forms shall be prepared and placed in accordance with SHA standards and specifications. Concrete curbs shall have construction joints at 10' intervals and shall be constructed in accordance with SHA standards and specifications. All curbs to have a minimum of 2' compacted earth backing for support, sloping up ¼" per foot from top of curb for a minimum of 2 feet, thence on a slope not in excess of 2:1.

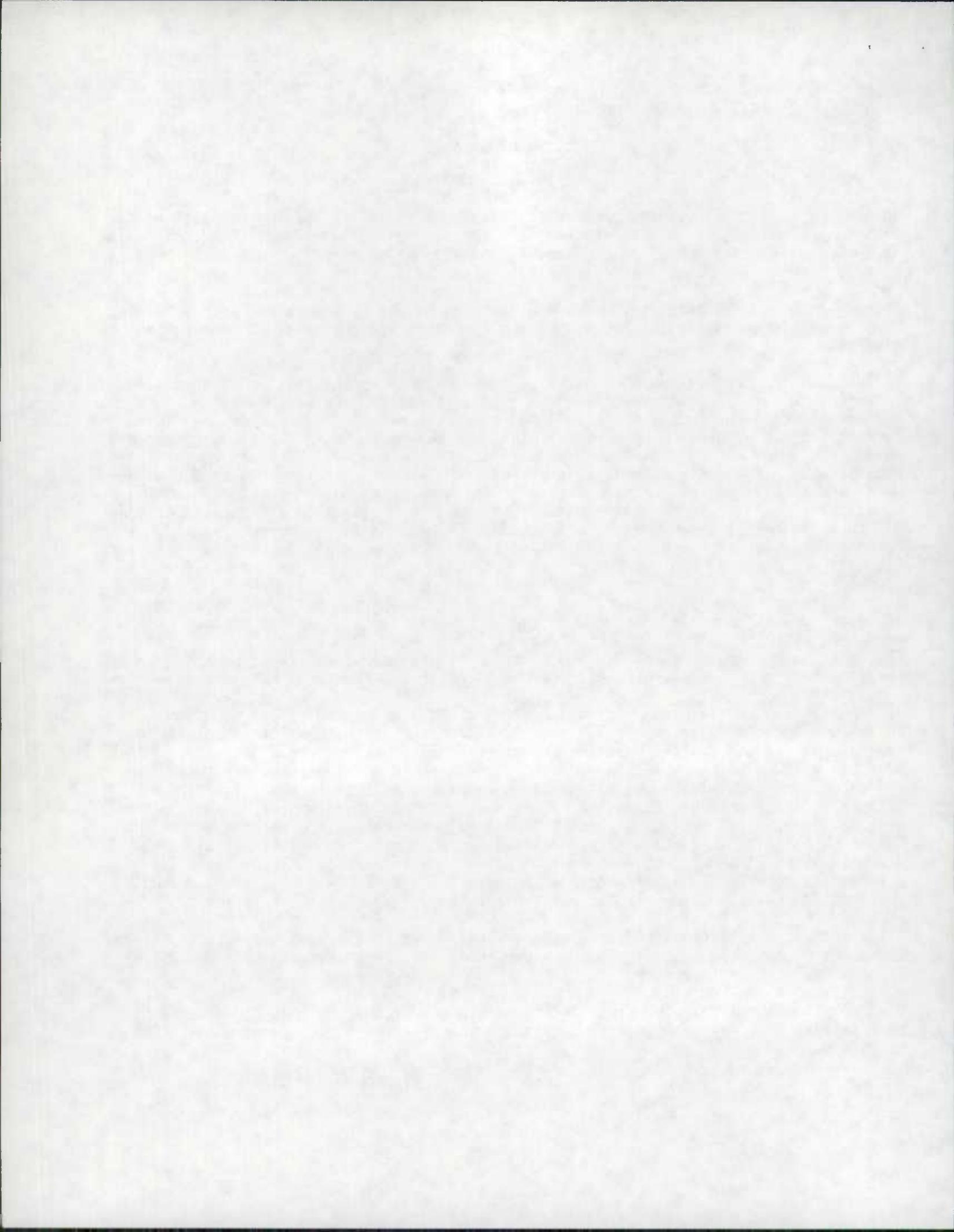
At such time as sidewalks constructed, it shall be the permittee's responsibility to provide sidewalk ramps in accordance with the SHA standards in effect at that time.

All existing curbing disturbed during construction of the work covered by this permit shall be replaced in kind, subject to approval of the SHA Resident Maintenance Engineer.

3. DRAINAGE: Positive and controlled flow of storm water run-off to a suitable outfall, without ponding or erosion damage, shall be obtained. Maintain positive drainage at all times. All existing structures shall function while work is in progress as well as upon completion of work. Should any disturbance be made to existing drainage ditches or structures, it shall be necessary to restore the ditches or structures to their original condition by cleaning out, resodding and/or paving whichever is deemed applicable by the SHA Resident Maintenance Engineer or SHA Inspector. Construct all flowlines so as to maintain normal adequate drainage at all times, as directed by the SHA Resident Maintenance Engineer or Inspector. All drainage structures and construction incidental to drainage are a definite part of this permit, and shall not be deviated from without written permission from this Administration.

All combination inlets on the State highway shall have (WR) type bicycle safety grates. Storm drain connections shall be made under the direction of the SHA Resident Maintenance Engineer or Inspector.

The Permittee shall be responsible for the placement of any sediment and erosion control devices that may be necessary during the construction of the improvements outlined in this permit.



OFFICE OF THE  
STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

No. B-W-1047-85

Baltimore, Maryland

May 31, 1985

All storm drain structures shall be constructed as indicated on the plan and as directed by the SHA Resident Maintenance Engineer.

NOTE: Construct all drainage structures as shown on sheet 8 of 26 and under direction of Resident Maintenance Engineer.

So that no increase in storm water run-off is generated by this development into Route 64; proper storm water management plans should be reviewed and approved by the the County, Soil Conservation Districts and/or Water Resources Administration and implemented by the Permittee.

The "Storm Water Management" is to be such that the discharge rate after development, shall not exceed that which occurred prior to the development for the 2, 10 and 100 year storm events. Should proper "Storm Water Management" not be included by Permittee in development of the property and upon being damaged by increased storm water run-off from the development, SHA will institute legal proceedings to prevent a reoccurrence of such situations to protect the public's safety and to seek reimbursement for any damages sustained.

4. TRAFFIC: When boxing out entrance/shoulder area in preparation for paving, electrically activated lights are to be properly placed along the edge of work and spaced at a maximum distance of 30'. Under no circumstances shall any lane of Route 64 be obstructed before 9:00AM or after 4:00PM. Maintain normal traffic on Route 64 at all times.

All traffic control devices used in the execution of the work stipulated in subject permit shall be in accordance with "Part VI-Traffic Controls for Street and Highway Construction and Maintenance Operation" of the Manual on Uniform Traffic Control Devices for Streets and Highways and amendments thereto.

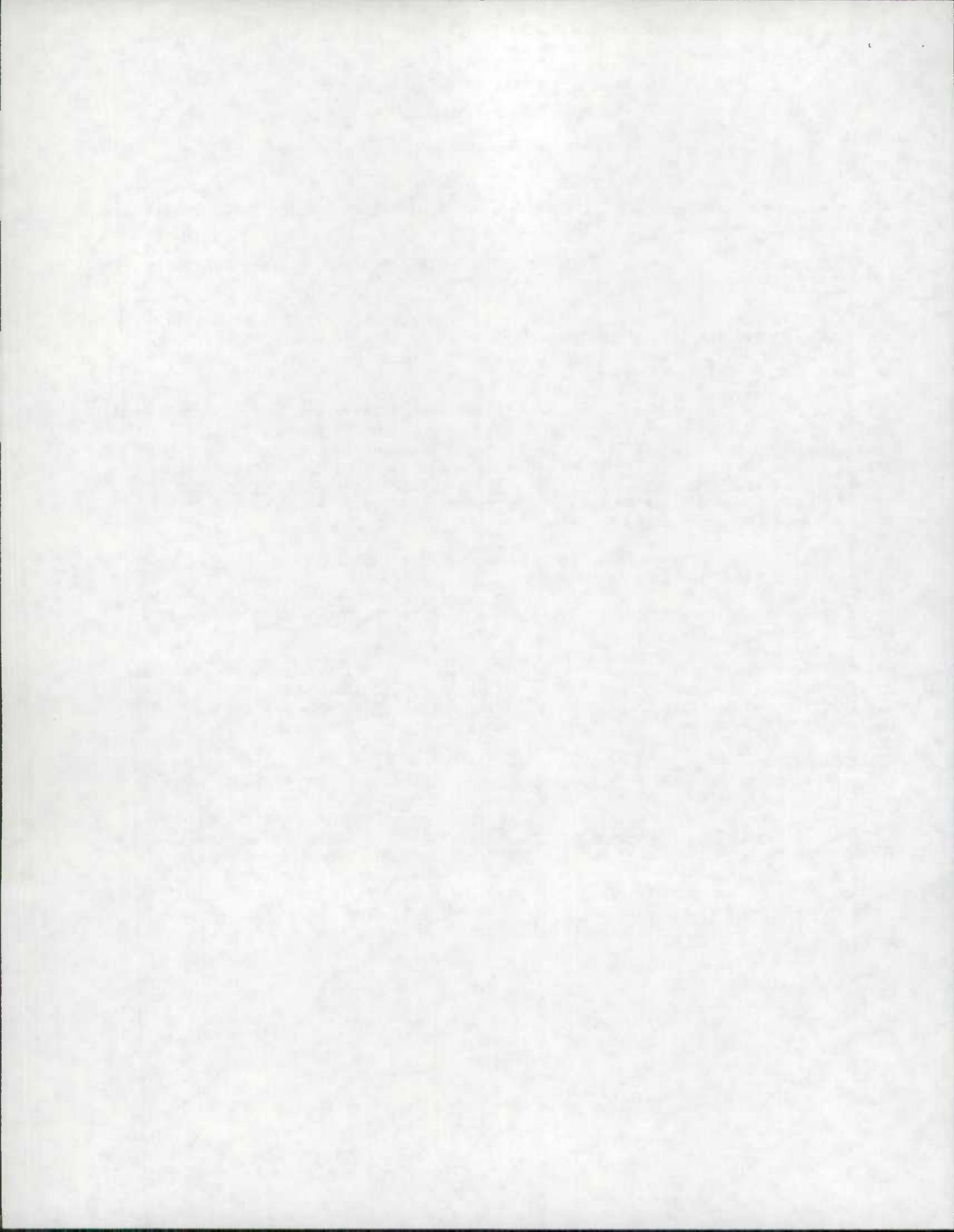
A flashing arrow board shall be used when one or more lanes of a multi-lane highway are closed, or as directed by the Resident Maintenance Engineer or Permit Inspector.

All traffic signs within the SHA right of way and/or all other traffic signs which control the direction or movement of traffic from or to a State highway shall conform to the Manual on Uniform Traffic Control Devices for Street and Highways.

A standard SHA stop sign (Standard Type R1-1 30" x 30") is to be placed at the Eastern Blvd. intersections with the State highway, as directed by the SHA Resident Maintenance Engineer at the sole expense of the Permittee and/or others, but not the SHA.

5. BOND: NONE REQUIRED

6. FEE: NONE REQUIRED



**STATE HIGHWAY ADMINISTRATION  
OF MARYLAND**

No. B-W-1047

Baltimore, Maryland

May 31, 1985

## 7. MISCELLANEOUS:

(a) Sidewalks, if any, in the SHA right of way to be constructed in accordance with Washington County's Dept. of Public Works Standards. Grade of walk to meet the top of the roadside curb, then rise  $\frac{1}{4}$ " per foot for the total width.

(b) No obstructions shall be placed on or within the SHA right of way without the written permission of the SHA or its duly authorized agent. Violators shall be liable to prosecution for committing a misdemeanor.

(c) All mud and debris tracked and/or spilled on the State highway shall be removed promptly to eliminate potential hazards.

(d) Graded cut and fill slopes in the public Right of Way are to be sodded or seeded and mulched.

(e) Maintenance of the area, curbing beyond the roadside flowline, etc., shall be the full responsibility of the permittee and/or owner or Lessee.

(f) It shall be the responsibility of the permittee to notify the Resident Maintenance Engineer's office upon completion of the work, so that a final inspection may be made. Upon receipt of notification from said office that all work required under the terms of this permit has been completed, this Administration will return release the permit.

(g) It shall be the responsibility of the permittee to restore the Right of Way to its original condition if development is initiated but abandoned before completion.

(h) The permittee shall fully meet and faithfully perform his, theirs, or its obligations in completing the work for which this permit is issued and shall, in a manner satisfactory to the SHA complete the work described in this permit. The obligation under the permit remains in effect until the work described in the permit has been approved or accepted by the SHA.

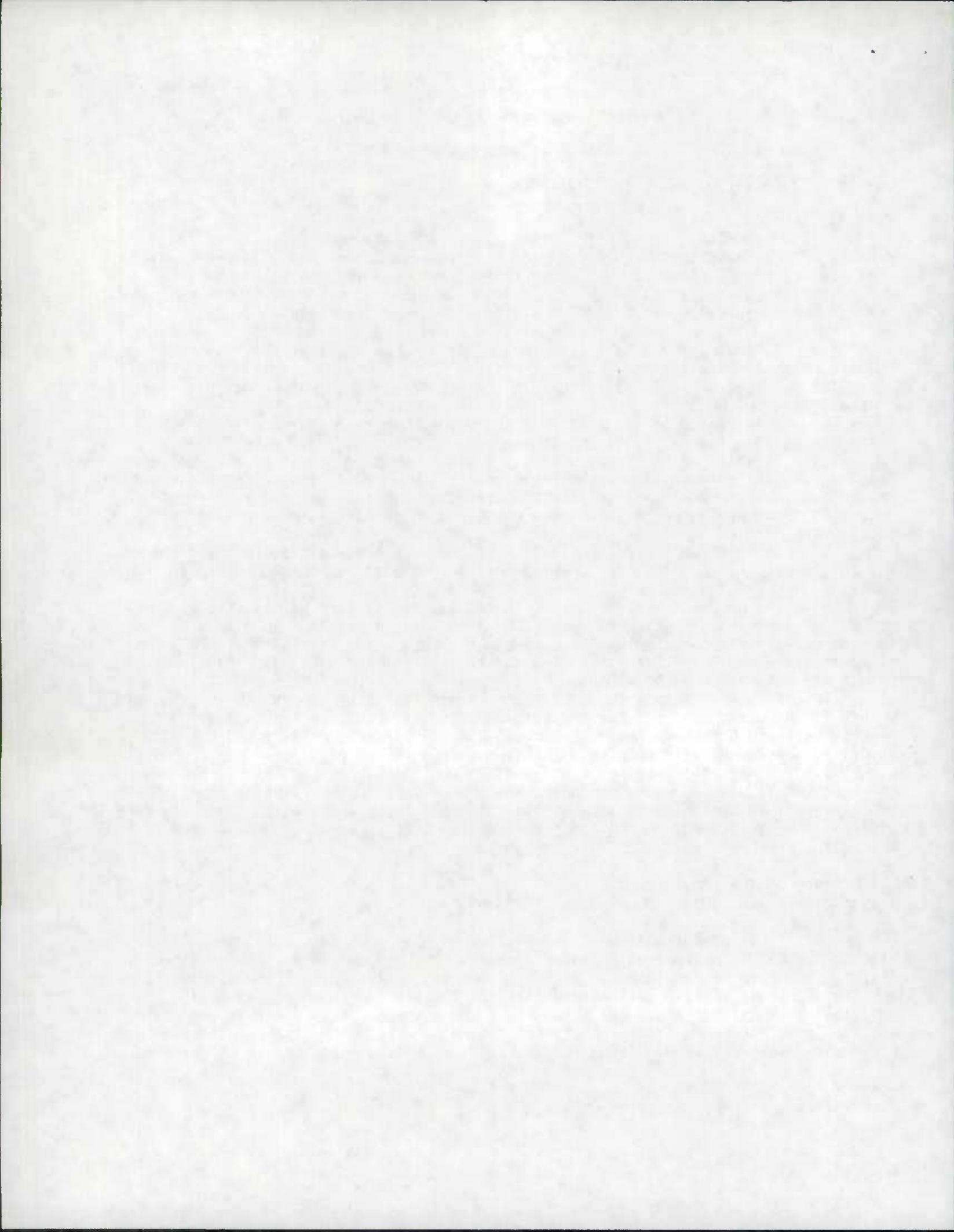
(i) Vehicular access to and from the subject site by the public for the purpose of conducting business for the permitted use of the property shall not be allowed until such time as the entrance (s) and all pertinent related work herein specified have been fully completed in accordance with the permit.

(j) If due to circumstances beyond the control of the permittee (weather, strikes, tect.), the permittee cannot complete the work in the allotted time; the SHA may grant an extension of time within which the terms and conditions of the permit are to be fulfilled. A copy of the extension will be forwarded to the Permittee for concurrence.

Concurrence of the Permittee will be assumed if written objections are not received within ten (10) from the date of extension.

(k) In the event that work is required or that work is started and not completed, the SHA is authorized to enter upon the property of the permittee if necessary to perform or complete the work. The Permittee shall save harmless the SHA and its agents or representatives and will not interfere with the construction.

(l) If it is understood and agreed that the issuance of this permit, upon the application of the permittee, constitutes a binding contract by the permittee to perform the work specified herein, and upon failure of the permittee to so perform,



STATE HIGHWAY ADMINISTRATION

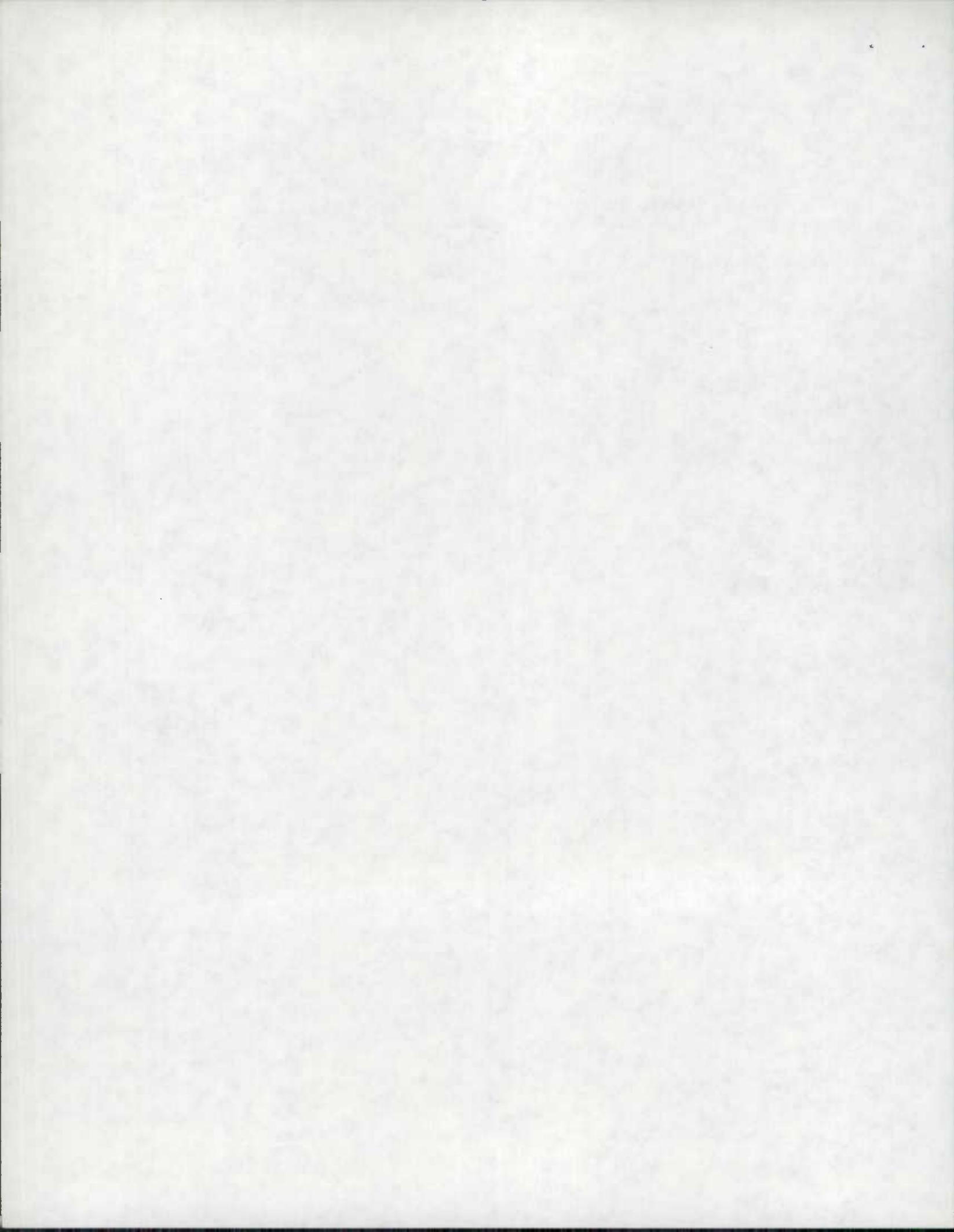
OF MARYLAND

No. B-W-1047-85

Baltimore, Maryland

May 31, 1985

the SHA may perform or cause to be performed the aforesaid work at the sole expense of the permittee.



OFFICE OF THE  
STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

No. B-W-1047-85

Baltimore, Maryland

May 31, 1985

It is agreed and understood by the acceptance of this permit that where entrances or approaches are involved, their approved location is not to be accepted by inference that a cross-over will be constructed and/or allowed through a median or grass plot in the event this highway should be developed and/or constructed as a dual highway or divided highway.

The installation of this service shall in no way change the grade and/or alignment of any existing drainage ditches or structures and in the event same are damaged or destroyed, they shall be replaced to the satisfaction of the State Highway Administration.

In the event future road improvements require the removal and/or adjustment of this service, the cost shall be borne by the permittee.

It is agreed and understood that any deviation from the plans submitted, that are out of the ordinary shall be reported to the State Highway Administration, District Engineer's Office, and a revised plan showing such changes made shall be submitted to the State Highway Administration Engineer for approval.

The permittee shall absolve the State Highway Administration from any claims or damage arising from any condition caused by the construction outlined in this permit.

The relocation and/or adjustment of any public or private utility shall be the responsibility of the permittee.

The State Highway Administration right of way affected by this permit will be left in a neat and clean condition and no excess material will be permitted to remain on or adjacent to the State Highway Administration right of way.

SIGNS: No signs or lights will be permitted on or to overhang the State Highway Administration right of way.

The necessary lights, signs, barricades, etc., shall be maintained by the permittee throughout this operation for the protection of traffic and pedestrians.

said work to be completed within 365 days from the date hereof.

Permission, when granted, to place a utility or structure within the limits of the right of way of a bridge or highway is revocable by the State Highway Administration.

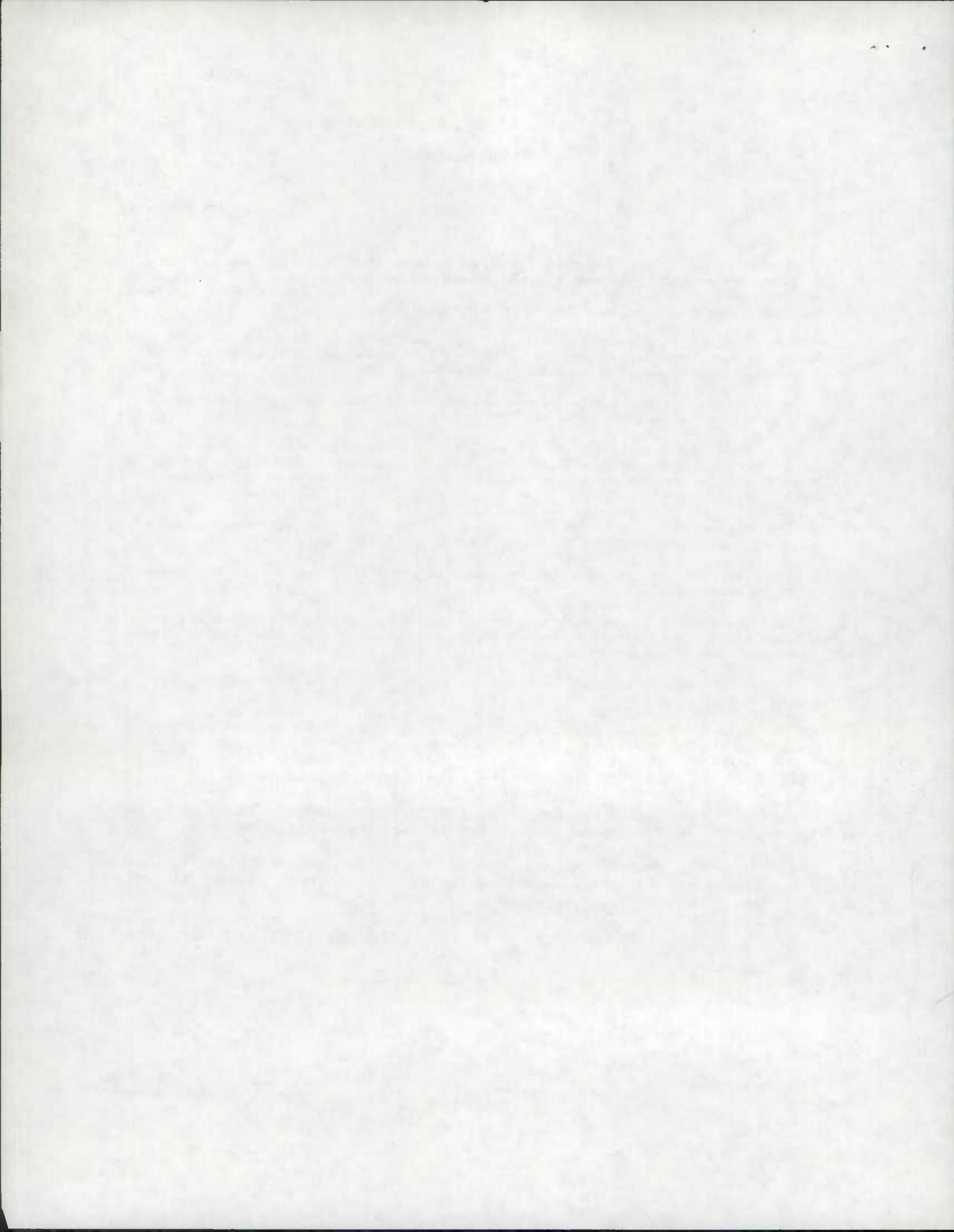
The work hereby permitted shall be done under the supervision and to the satisfaction of the State Highway Administration, said State Highway Administration reserving full control over said roads or highways and the subject matter of this permit.

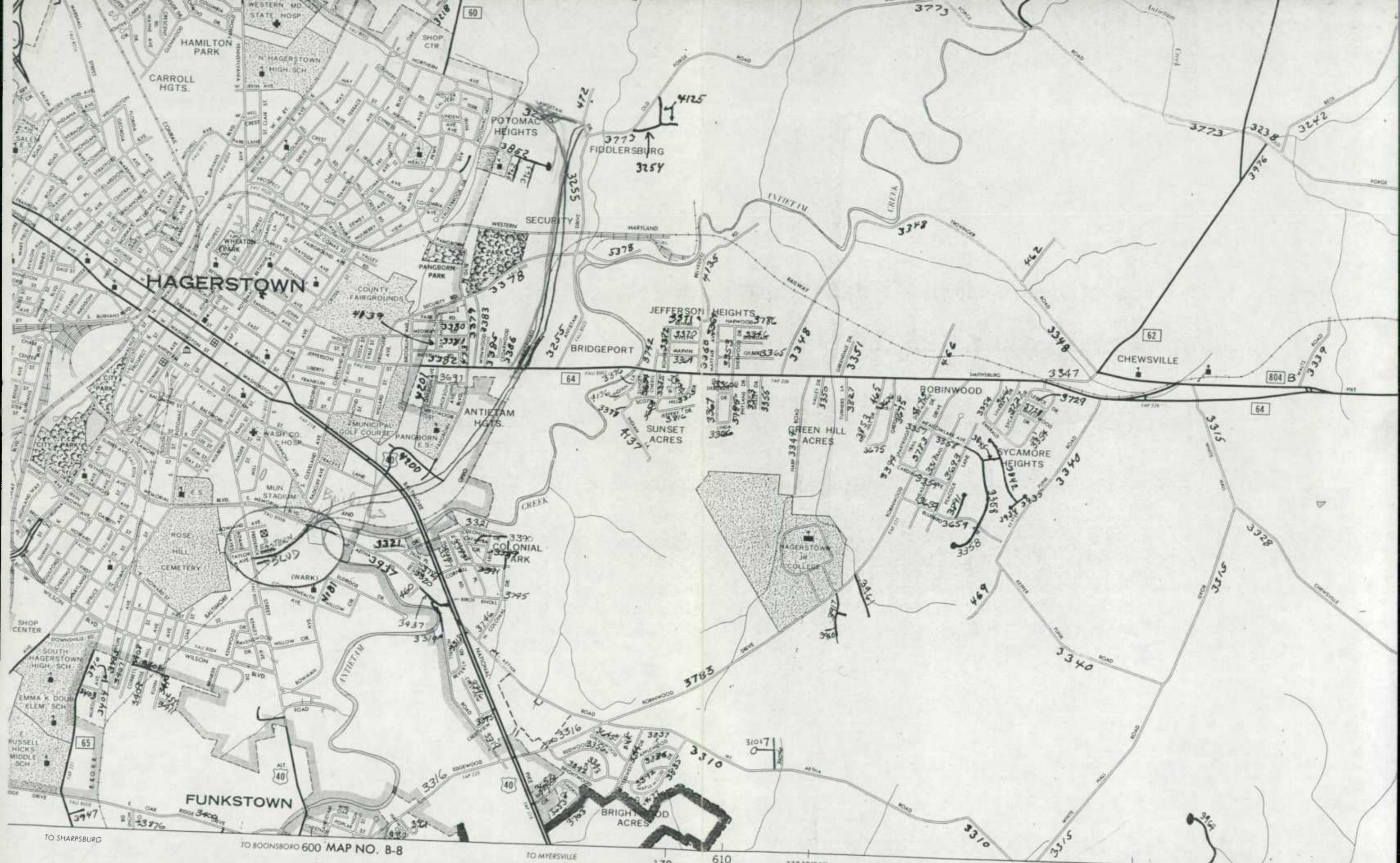
STATE HIGHWAY ADMINISTRATION

Hal Kassoff  
.....  
Administrator

Gordon Dailey  
.....  
Chief Engineer

By: *Chen B R*  
CHIEF, BUREAU OF ENGR. ACCESS PERMITS





TO SHARPSBURG

TO BOONSBORO 600 MAP NO. B-8

TO MYERSVILLE

170 610

77°40'00"

620

175

TO BOONSBORO

PREPARED BY THE  
 MARYLAND DEPARTMENT OF TRANSPORTATION

INDEX TO ADJOINING MAPS

Co 378 ✓  
Co 255 ✓  
Co 773 ✓

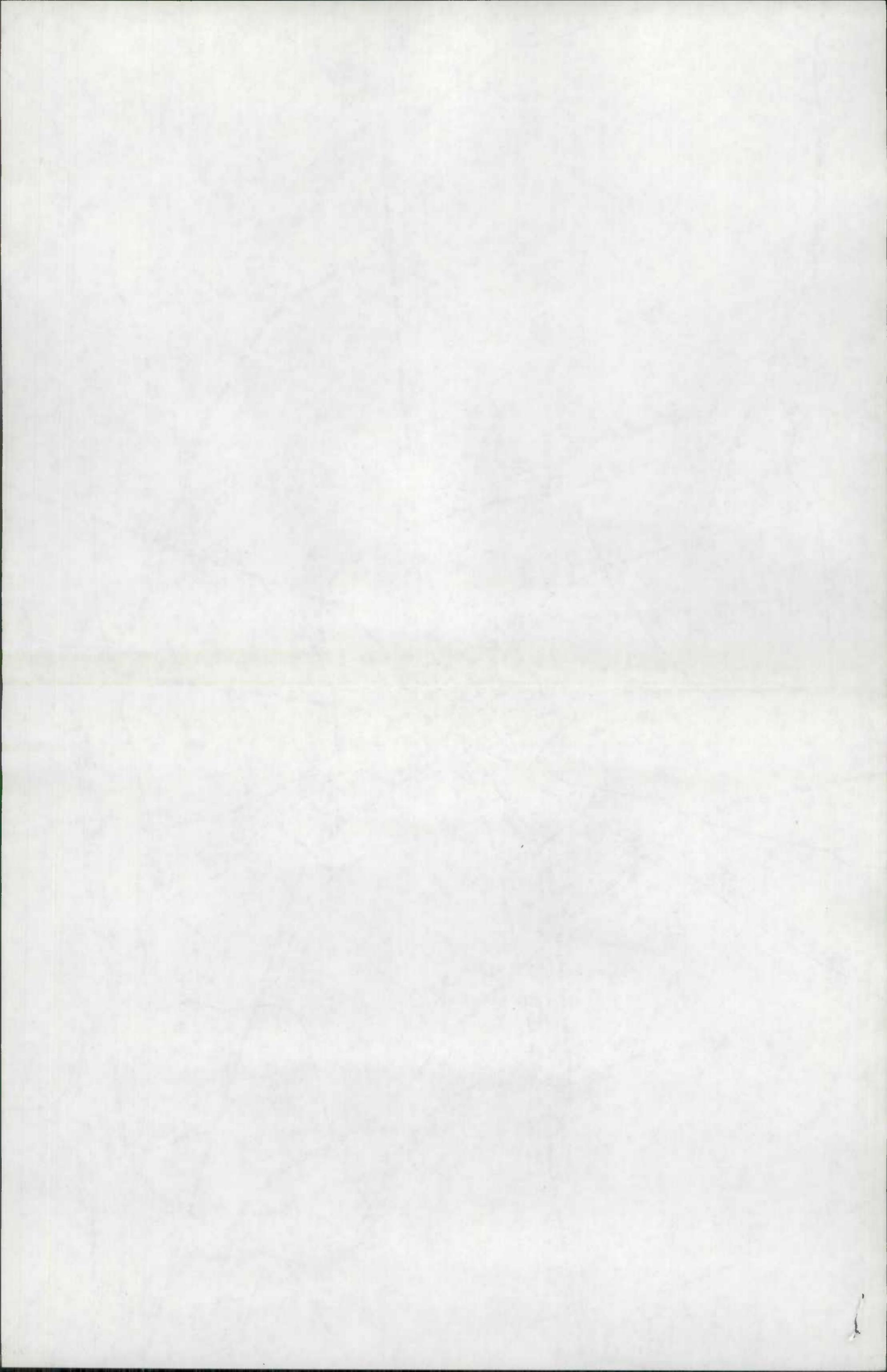
MS 64 ✓

US 40 AL ✓

MS 60 ✓

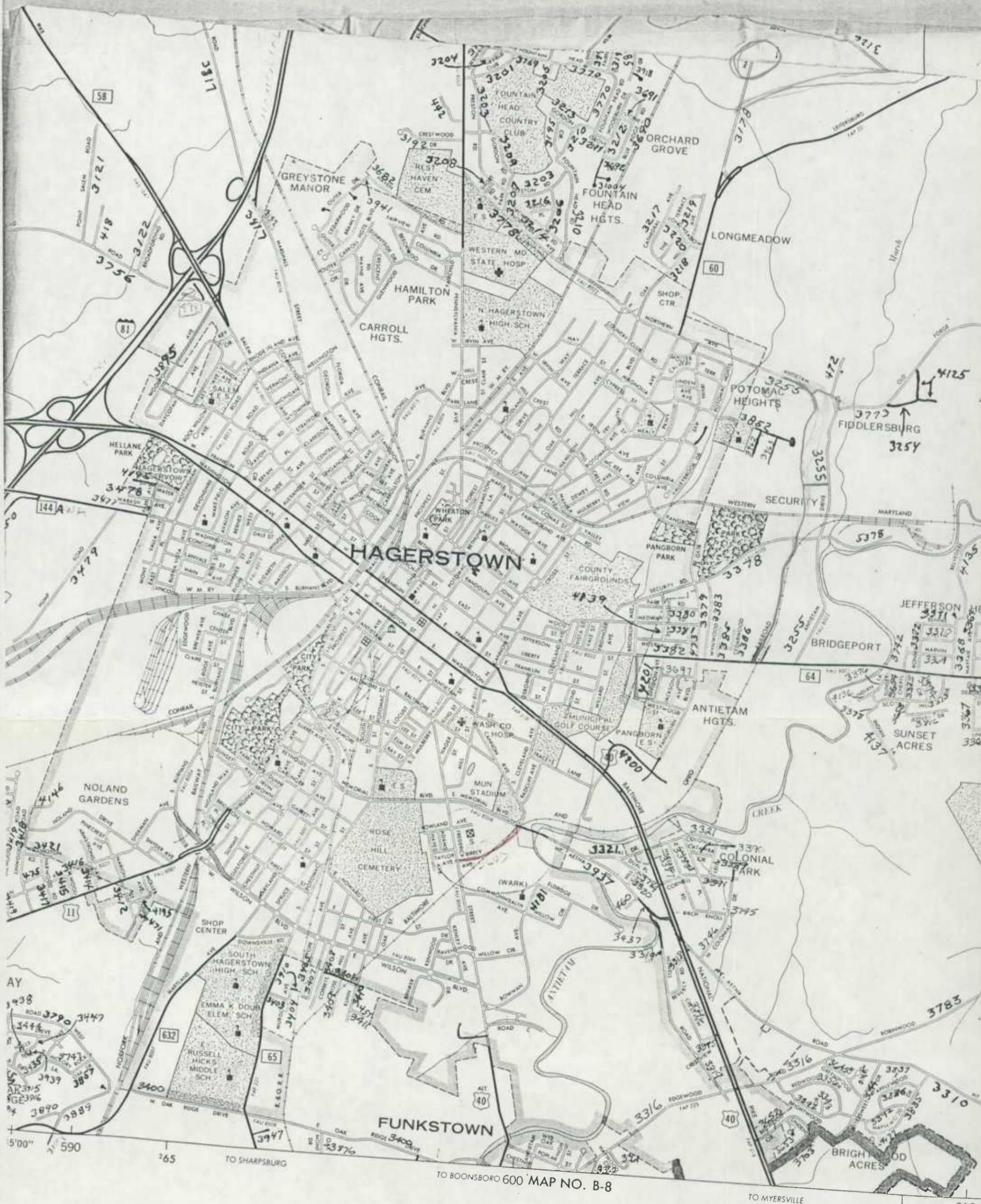
OP 200 ✓











TO BOONSBORO 600 MAP NO. B-8

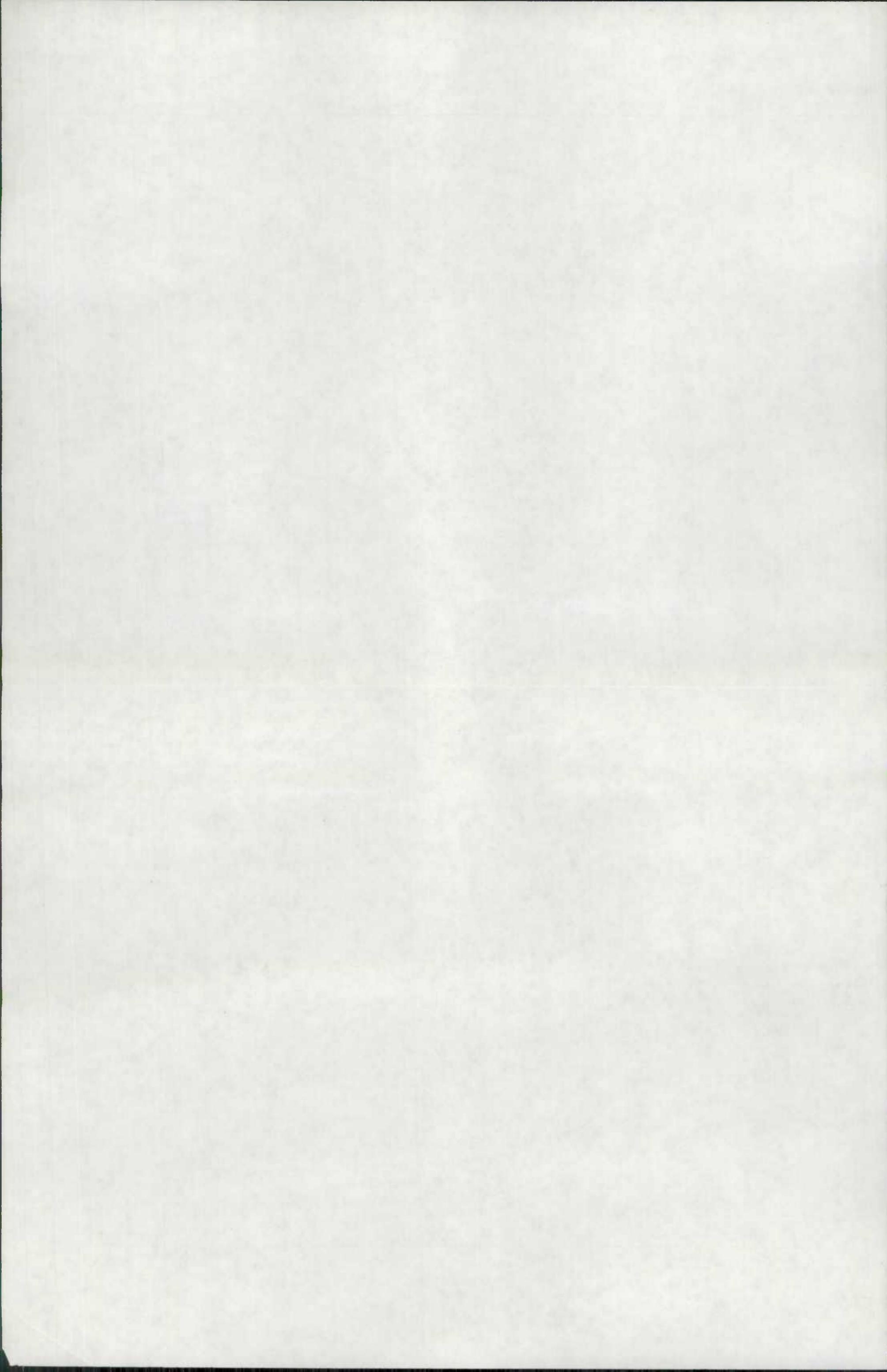
TO MYERSVILLE

PREPARED BY THE  
 MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

IN COOPERATION WITH THE  
 U. S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON CO. ROADS REVISED TO JAN. 1, 1986

T  
 MILE  
 2 KILOMETERS



OFFICE OF THE  
STATE HIGHWAY ADMINISTRATION  
OF MARYLAND

ROUTE 64  
EXPIRATION DATE:  
5-31-87

No. B-W-1047-85 ADDENDUM

Baltimore, Md.

Original Date: May 31, 1985  
July 2, 1986

PERMISSION IS HEREBY GIVEN:

WASHINGTON COUNTY ENGINEERING DEPT. GLENN L. DULL COUNTY OFFICE so far as  
BLDG., 33 WEST WASHINGTON STREET (PHONE: 791-3133)  
the State Highway Administration has the right and power to grant same, to construct a  
directional entrance opposite Station 59+85+ left and reconstruct the existing  
Eastern Boulevard Intersection. Unless otherwise specified below, construction  
shall be in accordance with Maryland State Highway Administration construction  
standards, specifications and the attached plan, copies of which are on file  
in this office.

Addend the permit description to read: Reconstruct the intersection of  
Eastern Boulevard, reconstruct the entrance Right of Station 56+00 and construct  
a directional entrance Left of Station 59+85 as shown on revised plans of  
April 8, 1986.

The above numbered permit is hereby extended to 5-31-87.

It is agreed and understood that the issuance of this addendum will  
be construed to indicate complete acceptance of the specifications  
and terms outlined herein, unless the permittee and/or Surety notifies  
the S.H.A. to the contrary within ten (10) days from the issued date.

All other terms and conditions of the original permit are to remain  
unchanged.

CL:maw

cc: Mr. T. Beaulieu  
Mr. K. Hoover

said work to be completed within \_\_\_\_\_ days from the date hereof.

Permission, when granted, to place a utility or structure within the limits of the right of  
way of a bridge or highway is revocable by the STATE HIGHWAY ADMINISTRATION.

The work hereby permitted shall be done under the supervision and to the satisfaction of  
the State Highway Administration, said State Highway Administration reserving full control over  
said roads or highways and the subject matter of this permit.

STATE HIGHWAY ADMINISTRATION

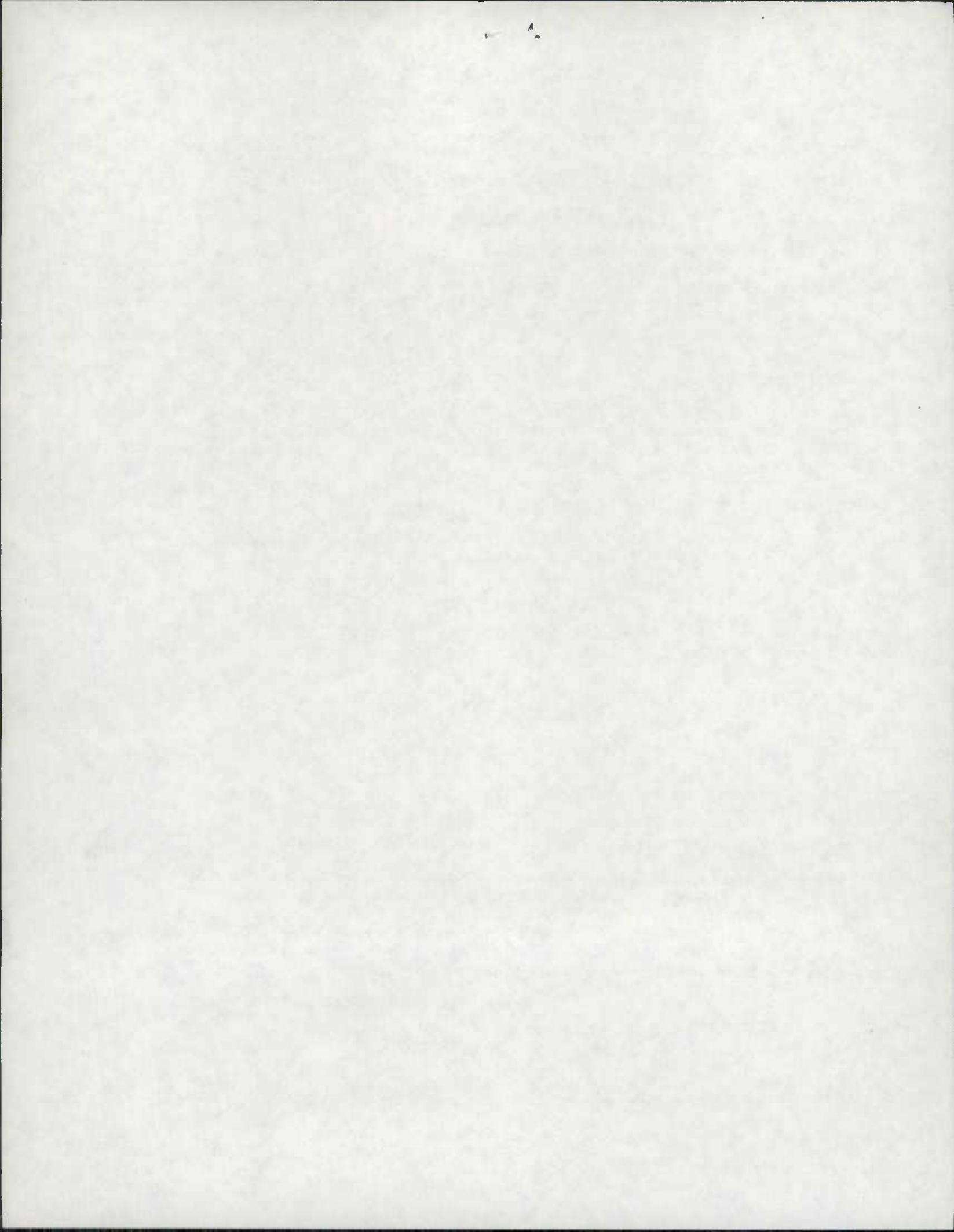
*Charles Lee*

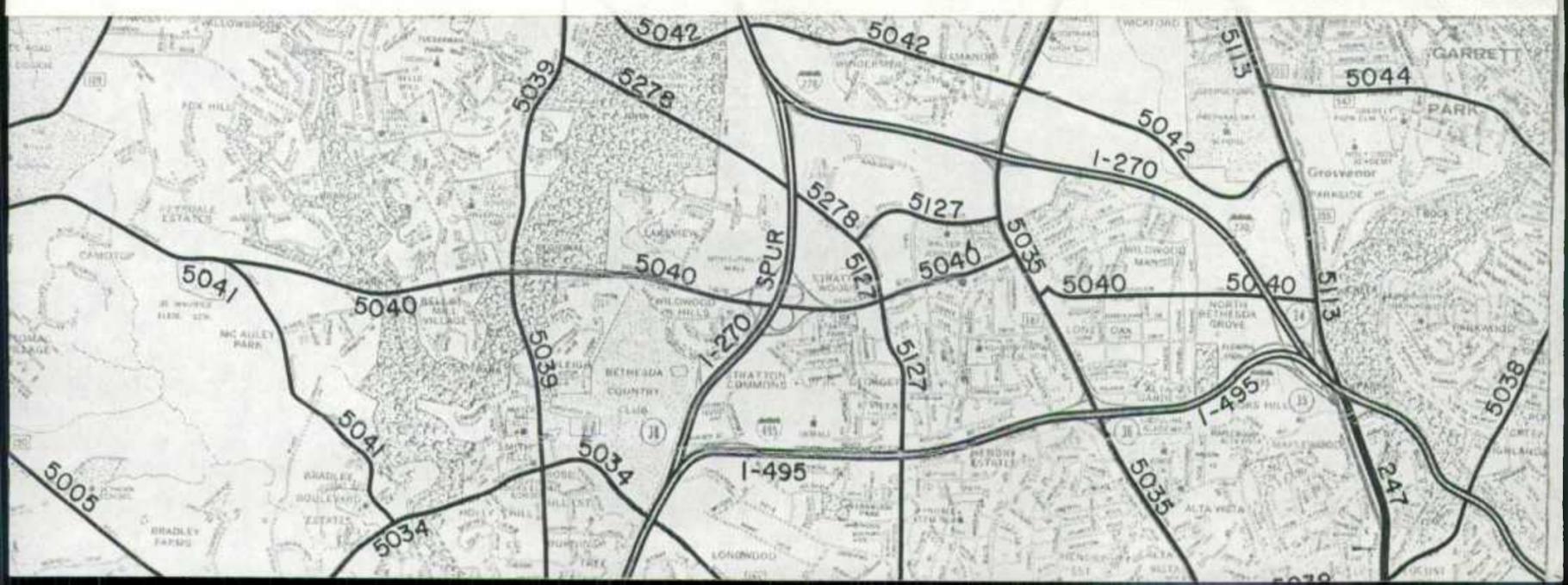
.....  
Hal Kassoff  
State Hwy. Administrator

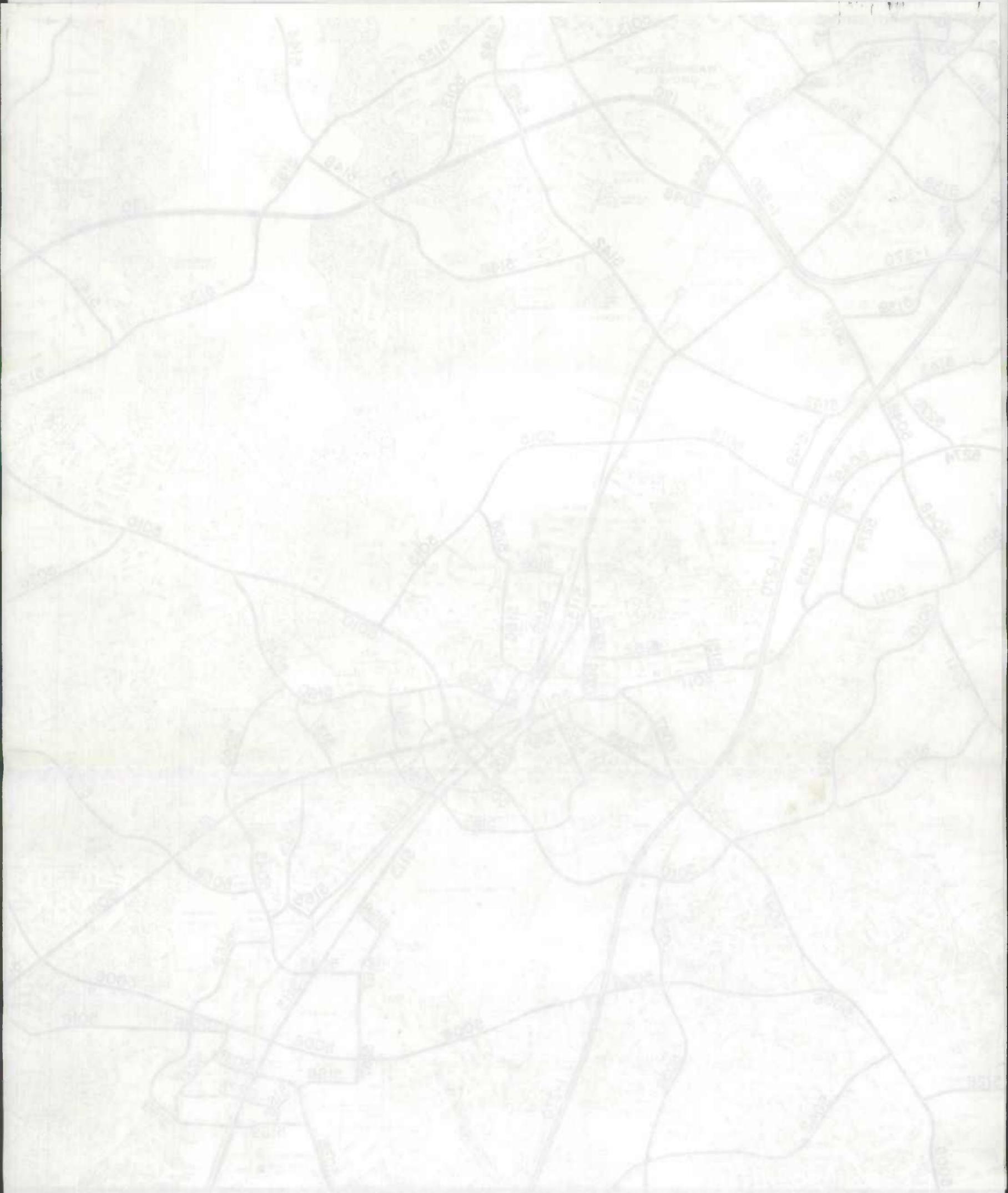
.....  
Wayne Clingan  
Acting Chief Engineer

Form No. P-4

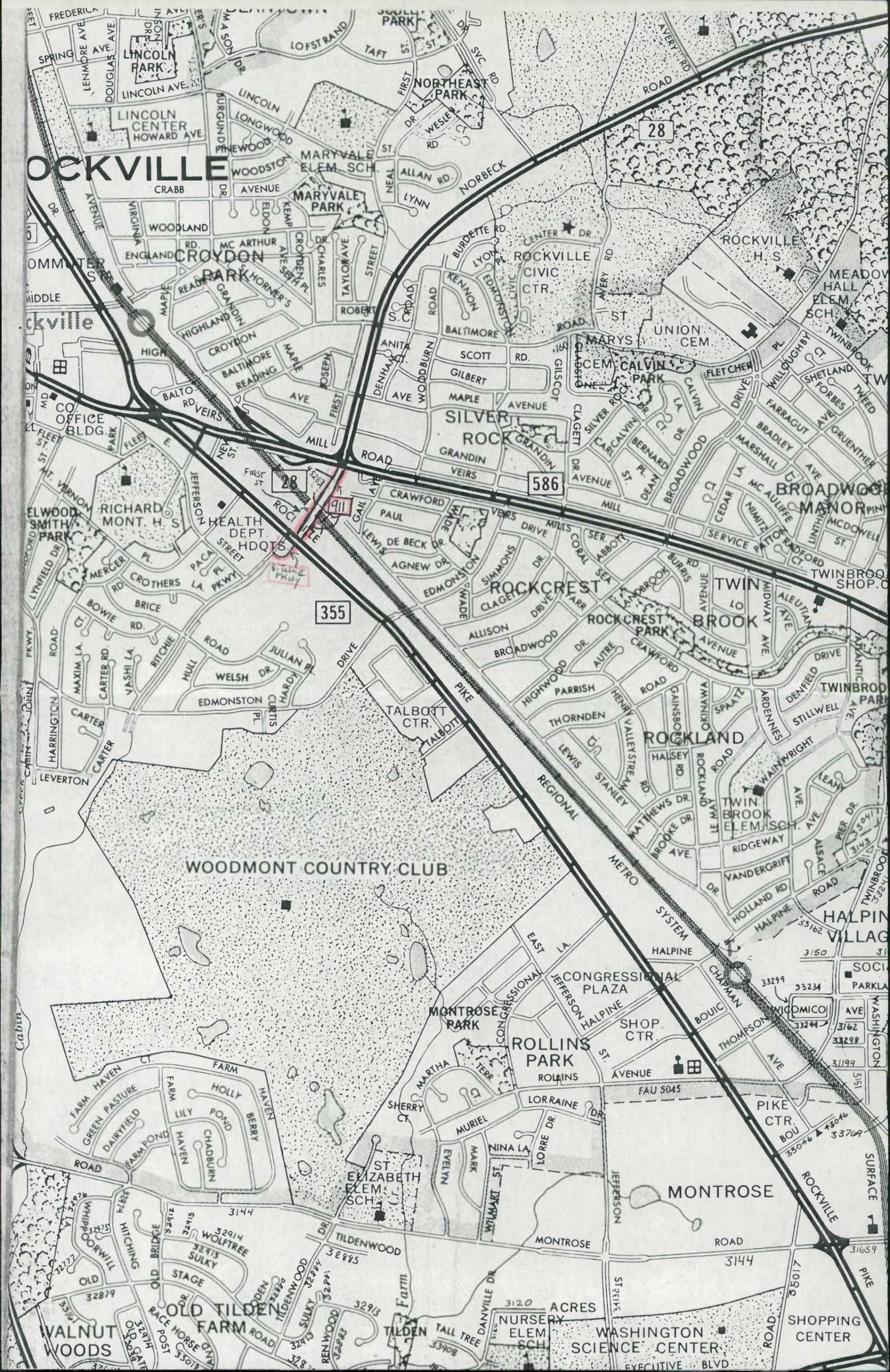
By:  
Chief, Bureau of Engr. Access Permits

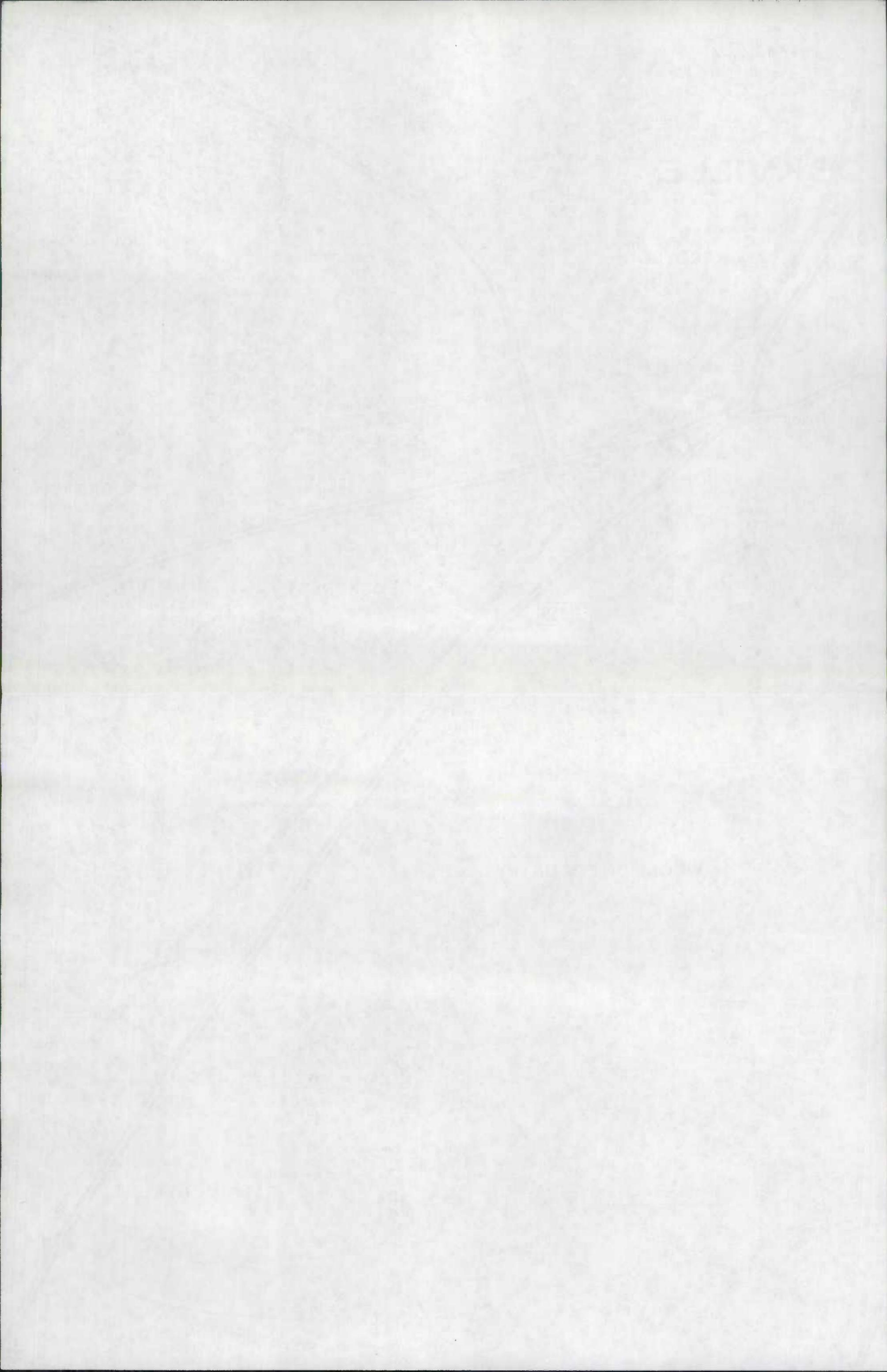




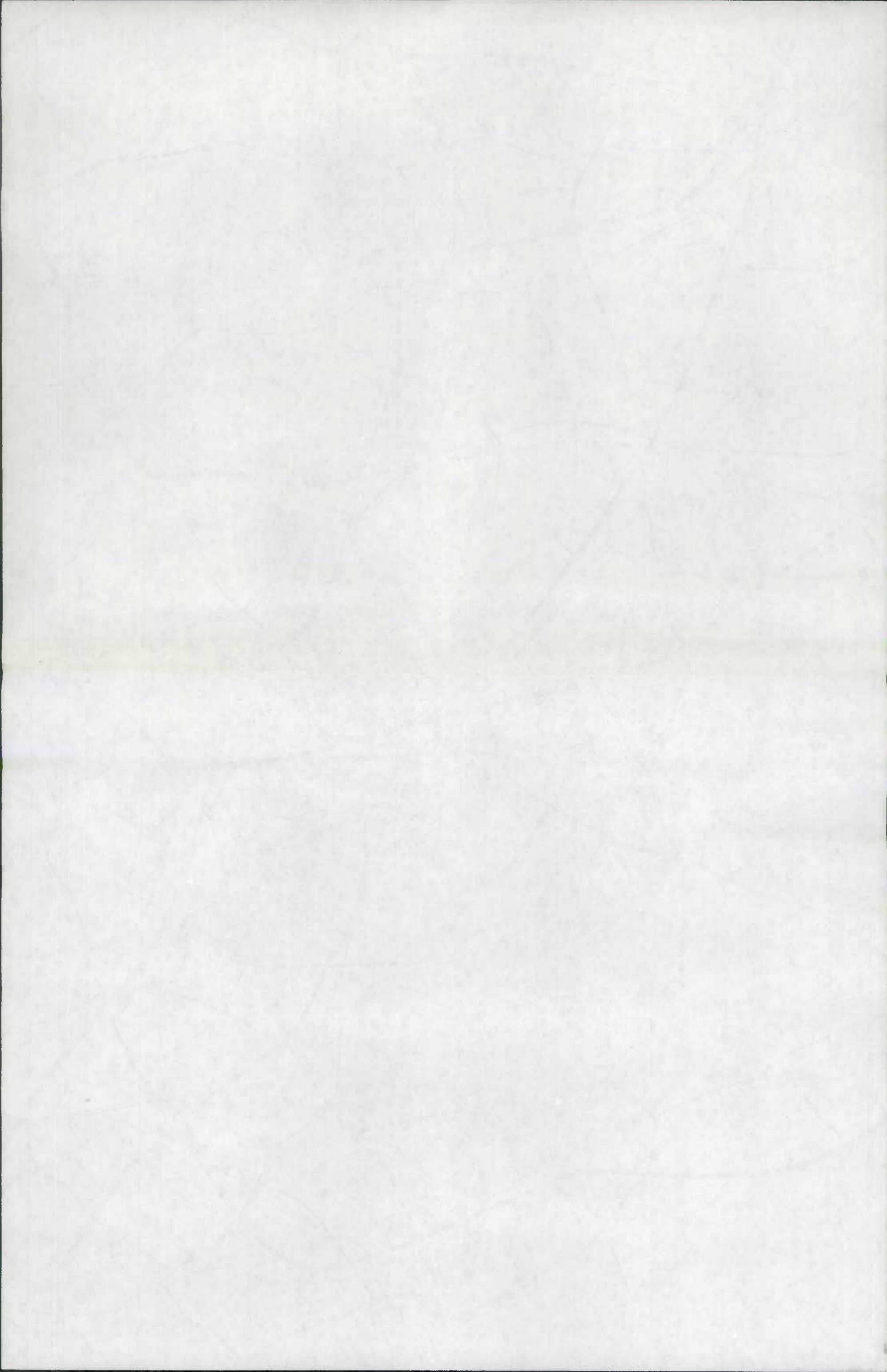


# ROCKVILLE

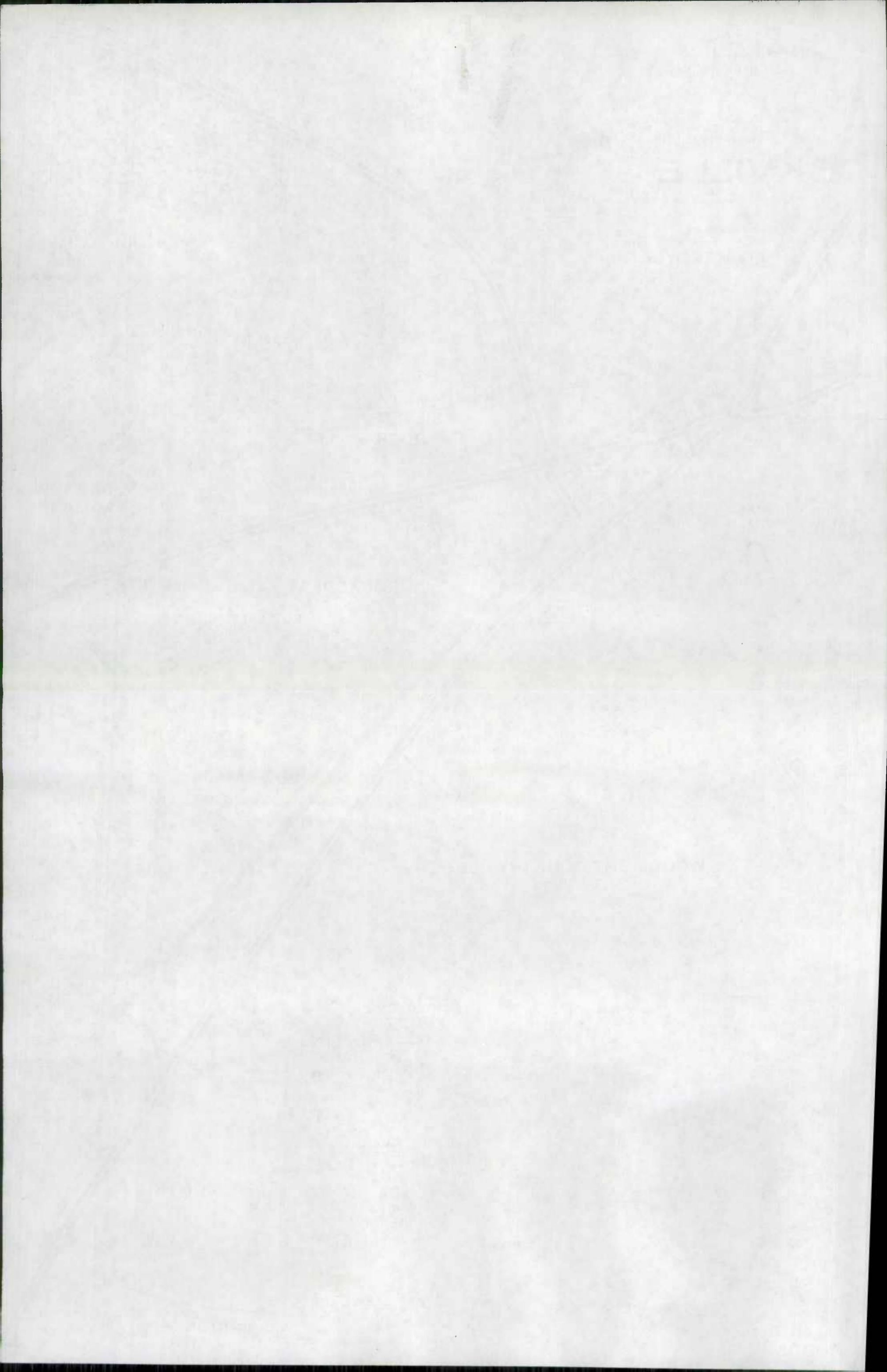




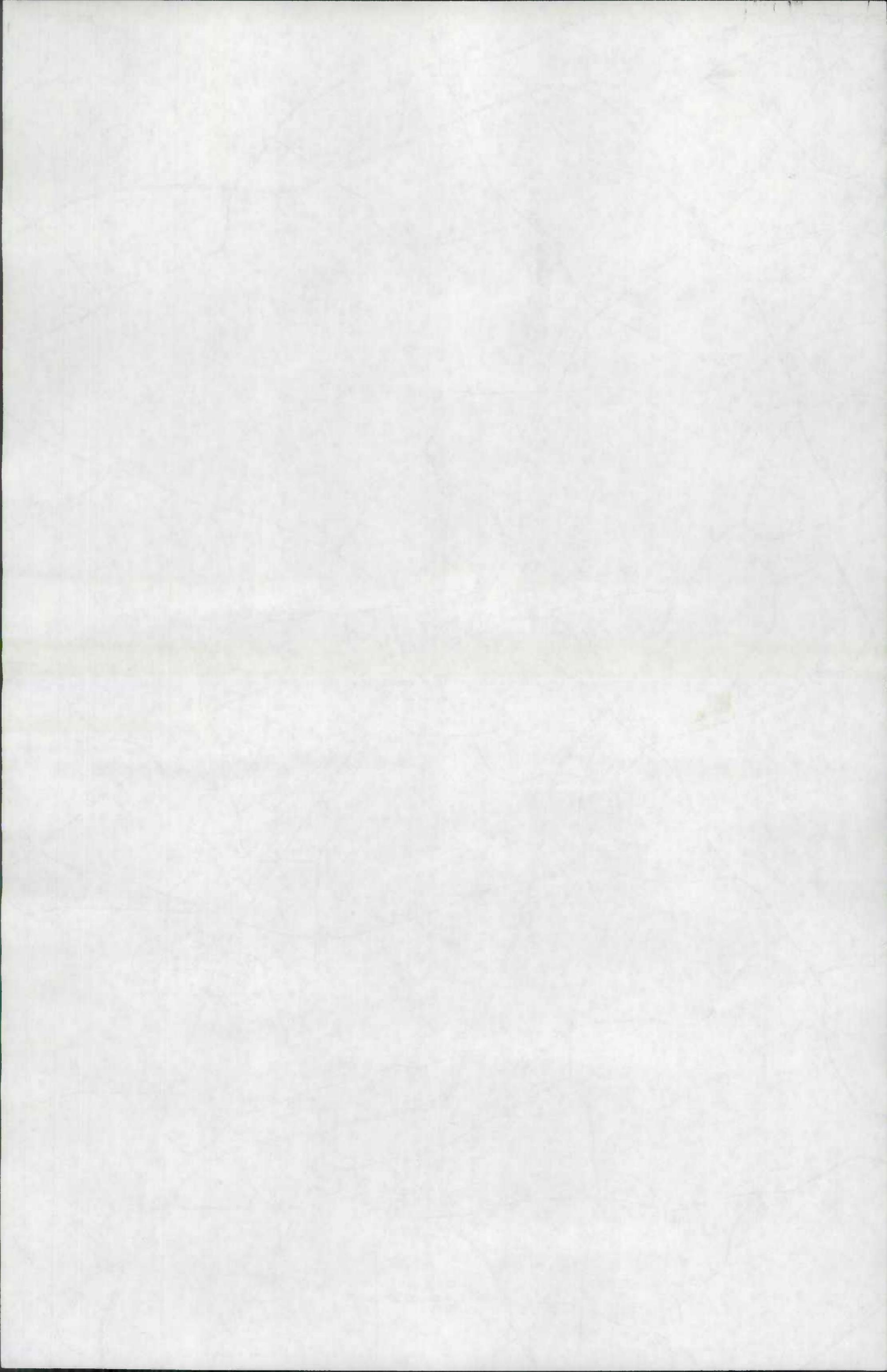












ROAD INVENTORY SHEET

Chief J. LANDON  
Order I. ABBOTT

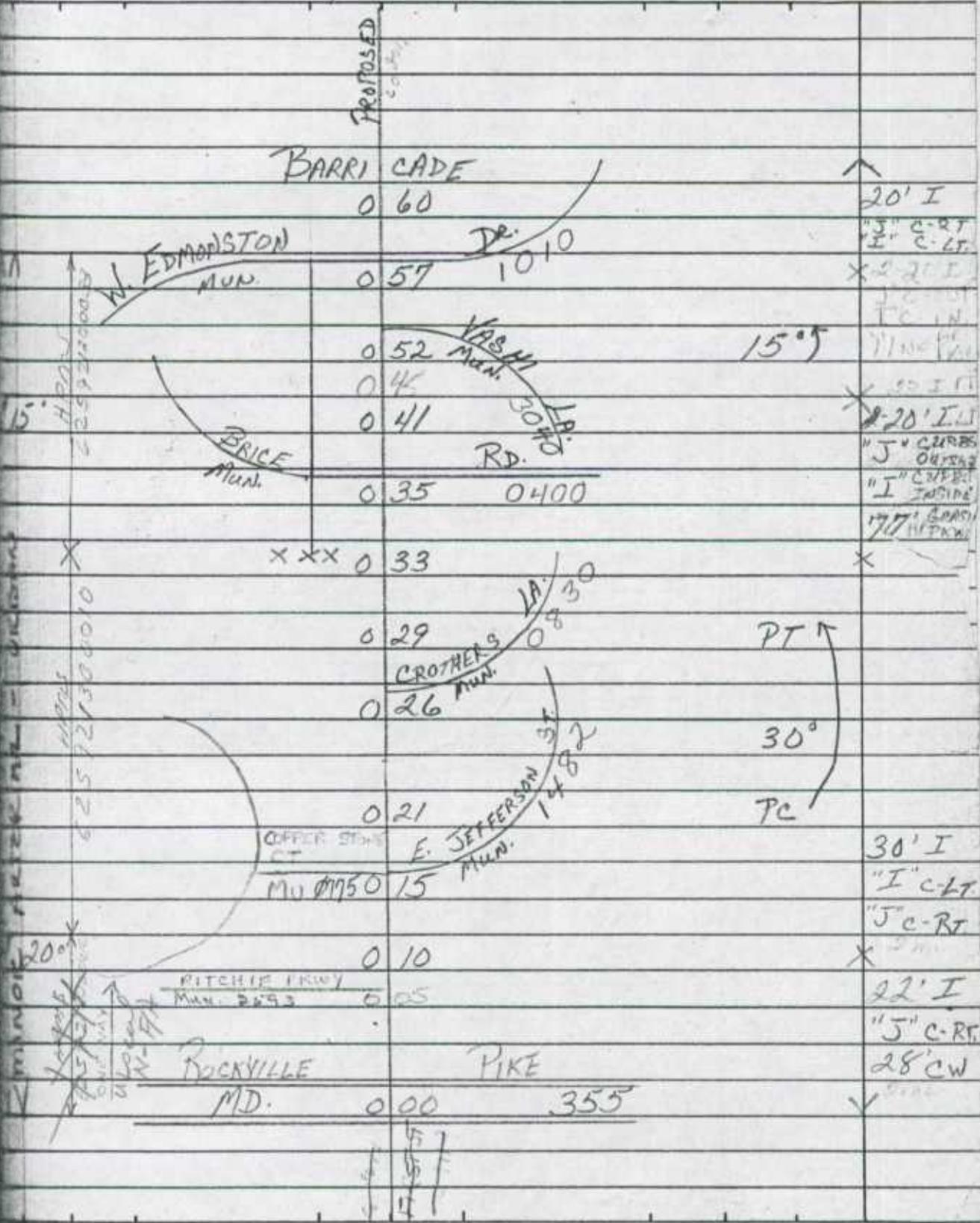
Road No. MUN. 2592  
Road Name RITCHIE PKWY.  
Sheet No. 1 OF 1  
Date 1-3-74  
County MONT.

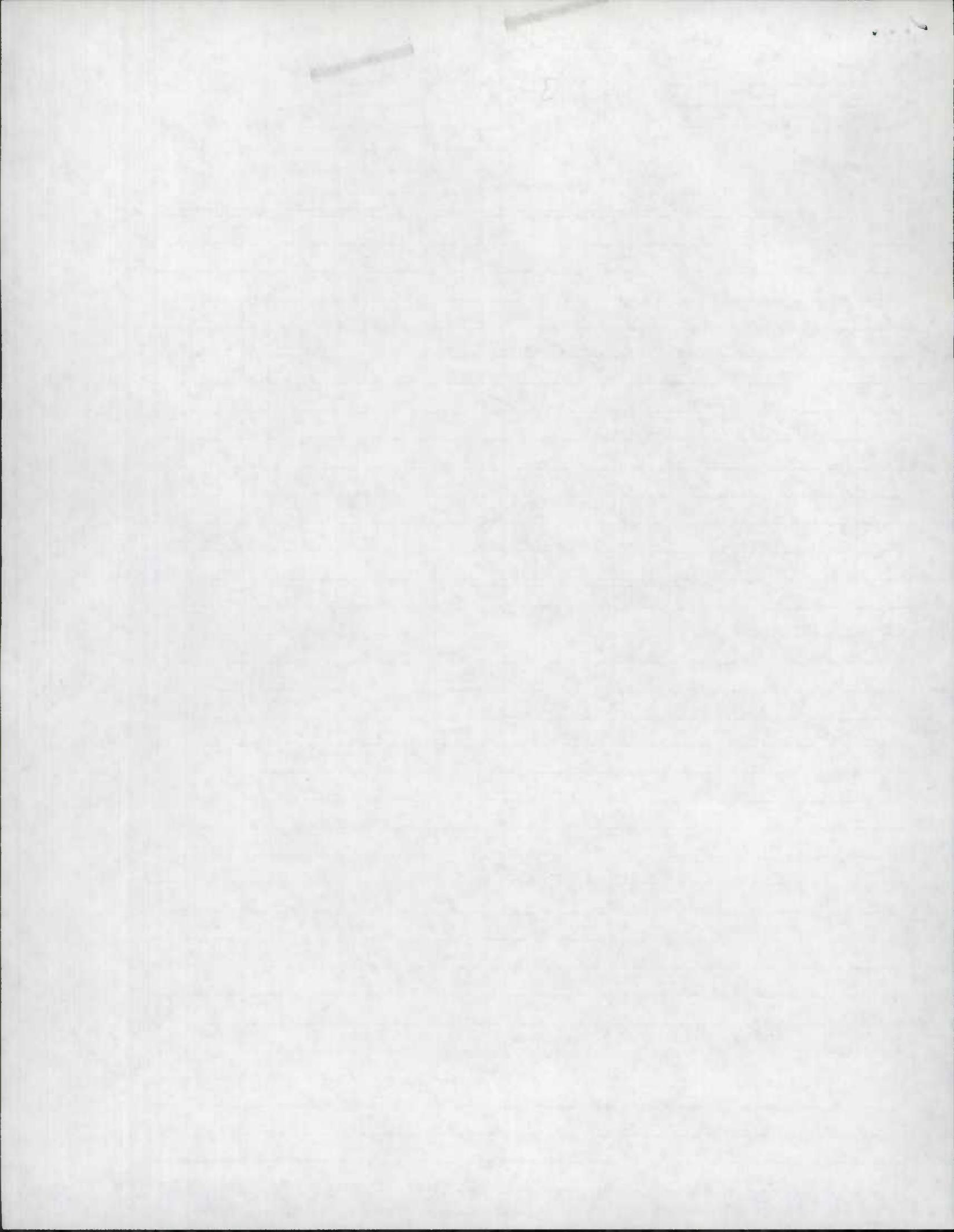
85-15  
E/P  
4-10-86  
86-51

Map No. 26

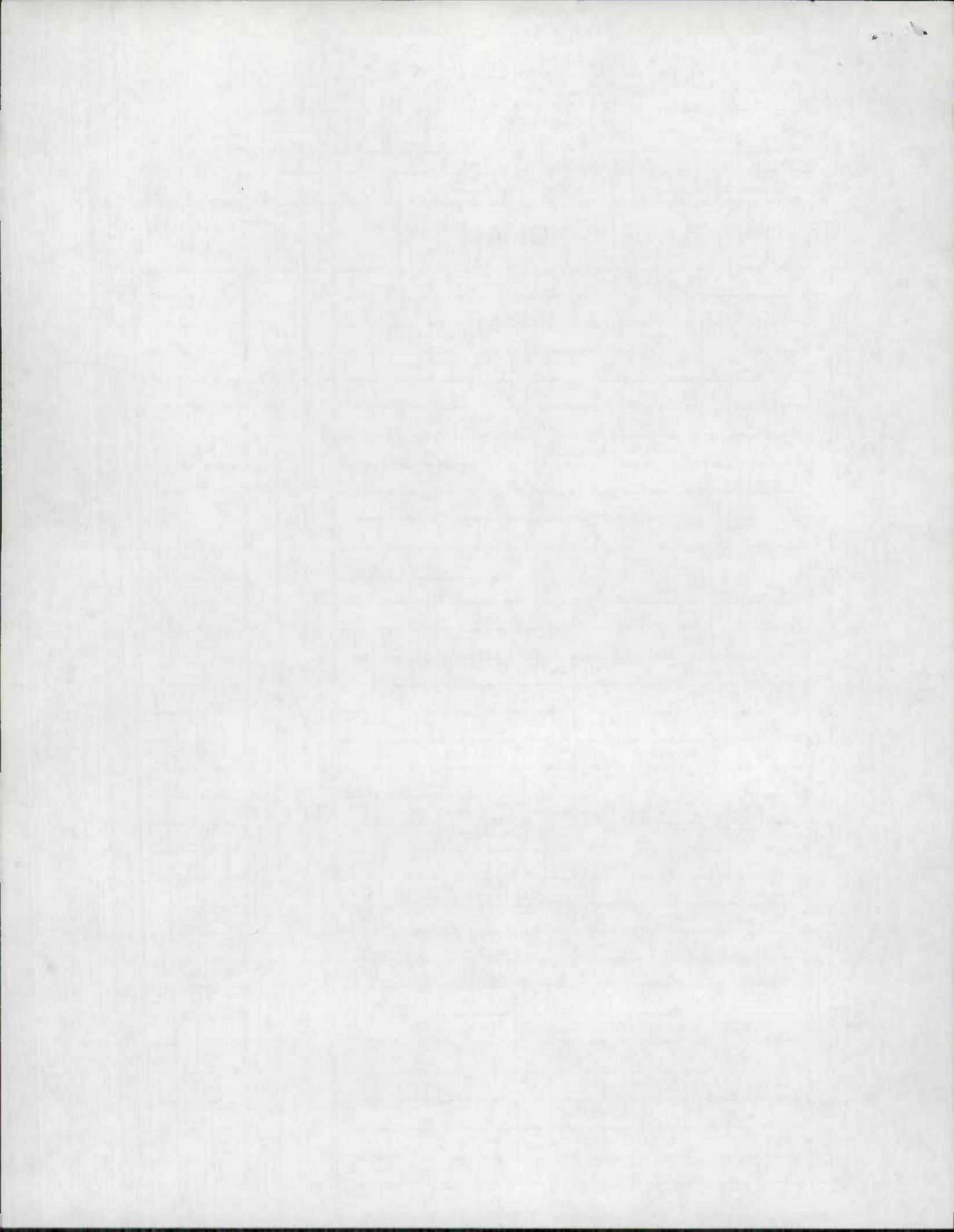
ROCKVILLE

State Coordinates 76-23 77-7









SHA Minutes  
1-21-87

----- Relocated MD 8  
----- Relocated MD 18A

